

BOOKBINDING by European methods  
with the best material and under  
European or English supervision.  
THE "DAILY PRESS" OFFICE  
Always prompt equal to the  
work, and prices very moderate.

PRINTING OF ALL KINDS at the most  
moderate prices at  
THE "DAILY PRESS" OFFICE.  
All proofs are read and all work  
superintended by Englishmen. Always  
equal and generally superior to that  
done anywhere else. Estimates given.

No. 13,084 號四十六年三月三日第

日七月三十日五十三年

HONGKONG WEDNESDAY, JANUARY 17TH, 1900.

ESTABLISHED 1857.

第七十正月百九千零香港

PRICE \$2 PER MONTH.

## NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA."

Captain Macro will be despatched as above on

FRIDAY, the 23rd instant.

The attention of Passengers is directed to

the Superior Accommodation offered by this

Steamer. "First Class" Saloon is situated for-

ward of the Engines.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 17th January, 1900.

208

STEAMSHIP "INDUS."

COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNNEES of Cargo from London and

Harro, ex s. Charons, and Bordeaux, ex s. Aves, in connection with above

Steamers, are hereby informed that their Goods,

with the exception of Opium, Treasure and

Valuables, are being landed and stored at their

isks into the Godowns of the Hongkong and

Kowloon Wharfs and Godown Company Limited,

at Kowloon, whence delivery may be obtained

immediately after landing.

Bills of Lading will be countersigned by the

Undersigned.

Goods remaining unclaimed after TUES-

DAY, the 2nd instant, at NOON, will be

subject to rent and landing charges.

All Claims must be sent in to me on or

before the 23rd instant, or they will not be

recognised.

All Damaged Packages will be examined on

TUESDAY, the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

G. de CHAMPEAUX,

Agent.

Hongkong, 16th January, 1900.

208

NOTICES OF FIRMS

NOTICE.

THE INTEREST AND RESPONSIBIL-

ITY of the Undersigned in the

Business of the Hongkong Daily Press

CEASED as from the 31st DECEMBER, 1899.

G. COX

Hongkong, 16th January, 1900.

208

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND

TAIWANFOO.

THE Company's Steamship

"THALASSA."

Captain Passmore will be despatched for the

above ports TO-MORROW, the 18th inst.,

at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS, LAIRDAK & CO.,

General Managers.

Hongkong, 17th January, 1900.

208

THE OSAKA SHOSSEN KAISHA,

LIMITED.

FOR SWATOW, AMOY, AND

TAMSUI.

THE Company's Steamship

"MAMIZURO MARU."

Captain T. Ogata will be despatched for the

above ports on SUNDAY, the 21st inst., at

DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSAN KAISHA,

Agents.

Hongkong, 17th January, 1900.

208

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA, ILOILO AND QEBU,

THE Company's Steamship

"NANCHANG."

Captain Findlay, will be despatched as above

on THURSDAY, the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 17th January, 1900.

208

NOTICE TO CONSIGNNEES.

S. S. "SAINT REGULUS."

FROM NEW YORK AND STRAITS.

CONSIGNNEES of Cargo are hereby in-

formed that all Goods are being han-

ded at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, at Kowloon, whence and/or from the

Wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing until after the 22nd inst. will be subject to re-charge.

All claims against the steamer must be pre-

sented to the undersigned on or before the 22nd

inst., or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 16th January, 1900.

208

NOTICE TO CONSIGNNEES.

THE P. & O. N. Co.'s Steamer

"CANTON"

FROM ANTWERP, LONDON, PORT

SAINTE-SUZANNE AND STRAITS.

Consignees of Cargo by the above named

vessels are hereby informed that their goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

This vessel brings on cargo ---

From Italy, &c., ex Mr. Thomas.

Optional goods will be landed here unless

instructions are given to the contrary before

3 P.M. TO-DAY.

Goods not cleared by the 22nd instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-

tained from the Godown Company within ten

days after the vessel's arrival, more, after which

no claim will be recognized.

Consignees of Cargo by the above named

vessels are hereby informed that their goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

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Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

## INTIMATIONS

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE,  
ITALIAN MARBLE,  
HONGKONG GRANITE.  
Designs and Prices on application.

Office, 17A Queen's Rd. CENTRAL, 1st FLOOR.



A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS  
of our manufacture, made under constant European supervision, are sold throughout the Far East and are invariably preferred on account of their excellence.

The Machinery in use embodies every known improvement up to date.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

The PRICES are only half those charged in England.

WATERS MANUFACTURED  
BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.R.C.S., &c. (recently deceased), who was the most eminent authority of the day on the subject, lately reported as follows on the water as prepared and used in our factories—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

of ineptitude found in the "Grecian Turk" a means of still further reducing the influence of his country. The interests of the nation in favour of the Armenian Christians were garrisoned, and carried out wisely would have enhanced the respect due to the nation. A statesman like Cromwell, by the force of his character and the knowledge that what he threatened he was in a position to enforce, saved from a cruel persecution the remnant of the Waldenses. Not so the hysterical scroombings of a GLASTONBURY who, all the world knew, would be the first to run away from the events he had himself created. Europe looked on and smiled, but the Turk, ranking under the abusive language, but yet soaring at the threats the sincerity of which his had learnt to assess at its true value, preferred to seek other advisers. It is now upwards of sixty years since the idea of a Euphrates Railway was presented to an English public. The idea was taken up by the then generation of statesmen, and an exploring expedition under Colonel GRESLEY was sent to report on its feasibility. Those were the days of a PALMERSTON, who, in spite of frequent mistakes of temper, was essentially an Englishman, and in those days would be classed as an Imperialist. PALMERSTON consistently favoured the railway rather than the Suez Canal, as in those days it would have been entirely in British hands, while from the beginning he had his suspicions of the canal which became in turn the pet scheme of France. There is little doubt now that PALMERSTON made one of his great mistakes in seeking to discredit the canal, and it remains a blot on ROBERT STEPHENSON's character that he permitted his engineering judgment to be warped for a political purpose. STEPHENSON's condemnation of the canal did not prevent its being made, but it prevented British energy and British capital being turned to its construction, and threw it into the hands of France. The proved success of the canal turned men's thoughts from the older scheme of the railway, and Colonel GRESLEY's report was shovelled and almost forgotten. This was asserted by the subsequent acquisition by DISRAELI of the EGYPTIAN'S interest in the canal and the occupation of Egypt. As the English hold on Egypt tightened the influence at Constantinople decreased. Partly this was to be accounted for by natural reasons, but the main cause was the historical fit which had inspired her traditional policy, and left her a rudderless bulk on the fitful ocean of popular opinion. Momentarily the nation was staggered and capital and enterprise retired to seek a refuge from the storm which seemed impending. This is probably the true explanation of that strange phase of industrial stagnation which has allowed Great Britain to remain stationary, while other nations, and especially Germany and the United States, have been forging ahead. The passage of the Euphrates Railway, from being a British project, into the hands of Germany, is, in fact, only another evidence of the extraordinary paroxysm which began with the defeat of DISRAELI in Feb., 1863, and has had full swing for upward of a quarter of a century. To us in China the story of the Euphrates lies enshrouded in mystery. We have had to look on at Peking, while our influence, once paramount, has been gradually frittered away. We have seen the same constant fluctuations, followed by a similar collapse at the end, we have threatened and threatened, and, as if astonished at our own foolhardiness, have at once counteracted to eat our own words. Is it any wonder that our threats have become a laughing stock, and that the unspeakable Empire places the same value on our brave words as does the unspeakable Turk at the Bosphorus? This is, we fear, the main interest which the Euphrates Valley Railways now has for British residents in China.

MARRIAGE.—

On the 6th January, at the Presbyterian Church, Singapore, by the Rev. S. S. Walker, A.M., assisted by the Rev. F. H. Morgan, Pastor of the Methodist Episcopal Church; F. J. BENFIELD to CHARLOTTE ELLEN (NELLIE), second daughter of Mr. G. H. BROWN, Graville, Singapore.

The Daily Press.

HONGKONG, January 17th, 1900.

THOUGH not directly affecting China, the diplomatic victory gained by Germany in procuring the concession of the Euphrates Valley Railway, cannot be without its ultimate effect on our relations with China. The history of the concession is a curious one and reflects the current of events for a century. It was the ambition of the Great EMPEROR NAPOLEON to acquire for France an empire in Syria, whence France was to rule the East and checkmate the advance of her great rival, England, in India. British victories in Egypt shattered the attempt, which, however, rekindled the dream of successive generations of Frenchmen. In 1832 TURKEY was instigated by the French, defeated the Turkish troops in Syria and took possession of Acre. The British threw in their entire influence with the Turks and, in 1840, with their armed assistance, the citadel of St. Jean was recaptured, and Turkish rule once more established in the Levant. The event well nigh led to open war between France and England, which, however, was averted by the Government of KING LOUIS PHILIPPE, and for many years England enjoyed the role of influential adviser throughout the Turkish dominions. The Turks, however, were but fickle friends. At one time England, at another France came to the front, and at times both for a time worked together, only to fall out after a while. So affairs went on till Egypt proved a bone of contention, and France did her best to make a European combination against England. By this time Germany showed symptoms of her desire to take a hand in the game. Her people in their new-born unity were enlarging their commercial interests in the Levant, and their Government, ever ready to assist in the commercial advancement of the Empire, seconded their efforts. An understanding was come to with England that Germany would not interfere with her in Egypt, if on her side England left her a free hand in Syria. The outcome of this was the KAISER'S visit to Jerusalem, which, in spite of a good deal of chaffing criticism, resulted in a friendly understanding between the KAISER and the SULTAN. English policy in Turkey had been of an unnecessary irritating description. A Government pledged at home to revolutionizing everything and thrown to the winds the traditional amenities of diplomacy, and had raised up an unfriendly feeling in every court in Europe. The Prime Minister himself, ignorant or careless of the good opinion of the world, had been using reckless language all round. The man who had hampered the traditional policy of the state and made the phrase "Dulcian Atrocities" a byword

of ineptitude found in the "Grecian Turk" a means of still further reducing the influence of his country. The interests of the nation in favour of the Armenian Christians were garrisoned, and carried out wisely would have enhanced the respect due to the nation. A statesman like Cromwell, by the force of his character and the knowledge that what he threatened he was in a position to enforce, saved from a cruel persecution the remnant of the Waldenses. Not so the hysterical scroombings of a GLASTONBURY who, all the world knew, would be the first to run away from the events he had himself created. Europe looked on and smiled, but the Turk, ranking under the abusive language, but yet soaring at the threats the sincerity of which his had learnt to assess at its true value, preferred to seek other advisers. It is now upwards of sixty years since the idea of a Euphrates Railway was presented to an English public. The idea was taken up by the then generation of statesmen, and an exploring expedition under Colonel GRESLEY was sent to report on its feasibility. Those were the days of a PALMERSTON, who, in spite of frequent mistakes of temper, was essentially an Englishman, and in those days would be classed as an Imperialist. PALMERSTON consistently favoured the railway rather than the Suez Canal, as in those days it would have been entirely in British hands, while from the beginning he had his suspicions of the canal which became in turn the pet scheme of France. There is little doubt now that PALMERSTON made one of his great mistakes in seeking to discredit the canal, and it remains a blot on ROBERT STEPHENSON's character that he permitted his engineering judgment to be warped for a political purpose. STEPHENSON's condemnation of the canal did not prevent its being made, but it prevented British energy and British capital being turned to its construction, and threw it into the hands of France. The proved success of the canal turned men's thoughts from the older scheme of the railway, and Colonel GRESLEY's report was shovelled and almost forgotten. This was asserted by the subsequent acquisition by DISRAELI of the EGYPTIAN'S interest in the canal and the occupation of Egypt. As the English hold on Egypt tightened the influence at Constantinople decreased. Partly this was to be accounted for by natural reasons, but the main cause was the historical fit which had inspired her traditional policy, and left her a rudderless bulk on the fitful ocean of popular opinion. Momentarily the nation was staggered and capital and enterprise retired to seek a refuge from the storm which seemed impending. This is probably the true explanation of that strange phase of industrial stagnation which has allowed Great Britain to remain stationary, while other nations, and especially Germany and the United States, have been forging ahead. The passage of the Euphrates Railway, from being a British project, into the hands of Germany, is, in fact, only another evidence of the extraordinary paroxysm which began with the defeat of DISRAELI in Feb., 1863, and has had full swing for upward of a quarter of a century. To us in China the story of the Euphrates lies enshrouded in mystery. We have had to look on at Peking, while our influence, once paramount, has been gradually frittered away. We have seen the same constant fluctuations, followed by a similar collapse at the end, we have threatened and threatened, and, as if astonished at our own foolhardiness, have at once counteracted to eat our own words. Is it any wonder that our threats have become a laughing stock, and that the unspeakable Empire places the same value on our brave words as does the unspeakable Turk at the Bosphorus? This is, we fear, the main interest which the Euphrates Valley Railways now has for British residents in China.

of the present details, have been received from the battle reported to be

raging at three points on the banks of the Tugla River. In fact, a cable from General ROBERTS, who by this has assumed charge of the operations, dated the 14th inst., reports that no change has occurred in the aspect of affairs. This would tend to show that the reports of the correspondents re-

porting the battle were somewhat premature, but

not anticipating a severe conflict from the

movements and apparent destination of the

British columns. But if the British are

advancing, and really closing in on the

Boers, thus turning the table on their

adversaries, a desperate conflict cannot long be withheld. From to-day's telegrams Sir CHARLES WARREN, with his Fifth Division of 11,000 men, has made a detour to the south-east of Colenso, to Weenen, by which movement the British do not doubt but will endeavour to escape from Aberdeen in the direction that route. After waiting for some time three men came in sight carrying a box which referred to the description supplied to him. He at once arrested them and took them to the Police Station. The box had been identified as the one stolen. On the application of Inspector Ford, who conducted the enquiry, the persons were remanded for further inquiries into their intentions.

## WATER RETURN

LEVEL AND STORGE OF WATER IN RESERVOIRS ON THE 1ST JANUARY.

LEVEL.

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# KELLY & WALSH, LTD.

NEW BOOKS.

Impressions of South Africa, by James Bryce, 1893 Edition, Revised. . . . . \$3.50  
The Story of South Africa, by W. Basil Worfold. . . . . 1.00  
British or Beer, by Geo. Griffith . . . . . 70  
British and Beyond the Sea, contains the Navy League Map and a mass of useful information. . . . . 1.00  
Soldiers of the Queen, by Horace Wyndham. . . . . 1.50  
Philip's Annual. . . . . 2.00  
"The Upper," Xmas Number. . . . . 75  
The Notorious Huie Book. . . . . 70  
The P. and O. Pocket Book, New Ed. . . . . 1.75  
The Yellow River, Comments on the Reports made by John de Ryck, Jan. 24th, 1899. . . . . 1.00  
Notes on Communications on Chinese Geographical and Commercial Topics with special reference to railroads, by Sir Chateler Alabaster, R.C.M.G. . . . .  
WAR MAPS.  
BACON'S, PHILIP'S, "DAILY MAIL."  
KIEHT JOHNSTON'S, "STRAND," &c., &c.

NOW READY.

THE IMPERIAL  
ENGLISH AND CHINESE DIARY  
1899.  
Six 12° by 8 in.; three days to a page;  
Interlined with Blotting Paper.  
\$1.25

THE ANGLO-CHINESE DATE BLOCK  
Printed in red and black.  
Open sides and spaces for forward entries.  
75 cents

NAUTICAL POCKET MANUAL  
AND  
CHINA COASTERS' TIDE BOOK.  
Contains all the Tides, Signals, Buoys,  
Buoys, Lights, &c., &c.  
And a mass of Miscellaneous Information  
for the whole of the China Coast.  
\$2.00

ROBINSON PIANO CO.,  
MANUFACTURERS.

THE NEW MACHINERY in OUR PIANO FACTORY  
is now turning out FIRST CLASS PIANOS with Iron Frames and Solid Tops  
Cases. Our Mr. HICKS has had past experience and  
OUR OWN MAKE IS THE  
BEST FOR CHINA.

A NEW LOT BRINSMEADS, RACHALS, BECHSTEINS PIANOS.

PUBLIC COMPANIES

CHINA PROVIDENT LOAN AND  
MORTGAGE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING of the  
Company will be held at the Office of the Company,  
No. 9, Praya Central, on TUESDAY  
the 3rd of January, instant, at NOON, when  
the submitted Resolutions will be proposed.

Should the Resolutions be passed by the  
required majority, they will be submitted for  
confirmation as Special Resolutions at a Second  
Extraordinary General Meeting, which will be  
subsequently convened.

RESOLUTIONS.

"That the capital of the Company be in-  
creased to \$2,000,000 by the creation and  
issue of 50,000 New Shares of \$20 each."

"That the composition of the General Man-  
agement be reduced to 5 per cent, and that  
the figure "5%" in the sixth paragraph  
of Article XI of the Articles of  
Association of the Company be struck  
out, and the figure "5%" substituted  
therefor."

SHEWAN, TOMES & CO.,  
General Managers,

Hongkong, 15th January, 1899.

THE WEST POINT BUILDING COM-  
PANY, LIMITED.

NOTICE is hereby given that the  
ELEVENTH ORDINARY MEET-  
ING of SHAREHOLDERS in this Company  
will be held at the Company's Offices, Victoria  
Buildings, on WEDNESDAY, the 24th JANUARY,  
1899, at 11:30 o'clock A.M., for the pur-  
pose of receiving the Report of the Directors,  
together with the Accounts for the  
Year ending 31st December, 1898.

THE REGISTER of SHARES of the  
Company will be CLOSED from MONDAY, the  
15th January, to WEDNESDAY, the 24th  
January (both days inclusive), during which  
period no Transfer of Shares can be registered.  
By Order of the Board of Directors.

A. SHELTON HOPPER,  
Secretary to the Hongkong Land Limited  
and Agents Co.,  
General Agents for  
The West Point Building Company, Limited,  
Hongkong, 31st January, 1899.

THE HONGKONG LAND INVEST-  
MENT AND AGENCY COM-  
PANY, LIMITED.

NOTICE is hereby given that the  
TWELFTH ORDINARY MEET-  
ING of SHAREHOLDERS in this Company  
will be held at the Company's Offices, Victoria  
Buildings, on WEDNESDAY, the 24th  
January, 1899, at 12 o'clock Noon, for the  
purpose of receiving the Report of the Directors,  
together with the Accounts for the  
Year ending 31st December, 1898.

The Register of Shares of the Company will  
be closed from MONDAY, the 13th January,  
to WEDNESDAY, the 24th January (both  
days inclusive), during which period no transfer  
of shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOPPER,  
Secretary.

Hongkong, 3rd January, 1899. — [15]

HONGKONG, CANTON, AND MACAO  
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SEVENTH ORDINARY  
HALF-YEARLY MEETING of the  
SHAREHOLDERS in the Company will be  
held at the OFFICES of the Company, No. 18,  
Bank Buildings, Queen's Road, Central, on  
THURSDAY, the 1st February, at 3 p.m., for  
the purpose of receiving a Report of the  
Directors, together with a Statement of Ac-  
counts, declaring a Dividend and electing  
Auditors.

The TRANSFER BOOKS of the  
Company will be CLOSED from the 16th January  
to the 1st February, inclusive.  
By Order of the Board of Directors.

T. ARNOLD,  
Secretary.

Hongkong, 16th January, 1899. — [23]

NOTICE.

WE beg to notify that we have  
REMOVED our OFFICES to 51, QUEEN'S  
ROAD, SECOND FLOOR, above "Aero-  
Kelly & Walsh, Limited." DARTY & CO.  
We have always on hand different  
kinds of GOAL and can supply Ships with  
General Foreign Merchandise.

HING LEE,  
Hongkong, 4th January, 1899. — [14]

FOR SALE.

A LADY'S BICYCLE NEARLY NEW.  
At W. BREWER & CO.'S,  
23 & 25, Queen's Road.  
Hongkong, 16th January, 1899. — [25]

NOTICE.

WE beg to notify that we have  
MOVED our OFFICES to 51, QUEEN'S  
ROAD, SECOND FLOOR, above "Aero-  
Kelly & Walsh, Limited." DARTY & CO.  
Hongkong, 16th January, 1899. — [23]

FOR SALE.

W. BREWER & CO.'S,  
23 & 25, Queen's Road.  
Hongkong, 16th January, 1899. — [25]

NOTICE.

W. BREWER & CO.'S,  
23 & 25, Queen's Road.  
Hongkong, 16th January, 1899. — [25]

NOTICE.

W. BREWER & CO.'S,  
23 & 25, Queen's Road.  
Hongkong, 16th January, 1899. — [25]

NOTICE.

W. BREWER & CO.'S,  
23 & 25, Queen's Road.  
Hongkong, 16th January, 1899. — [25]

NOTICE.

W. BREWER & CO.'S,  
23 & 25, Queen's Road.  
Hongkong, 16th January, 1899. — [25]

NOTICE.

W. BREWER & CO.'S,  
23 & 25, Queen's Road.  
Hongkong, 16th January, 1899. — [25]

## BANKS

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA

INCORPORATED BY ROYAL Charter, 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP..... \$200,000.

RESERVE LIABILITY OF SHARE-  
HOLDERS..... \$200,000.

RESERVE FUND..... \$200,000.

INTEREST allowed on Current Account  
at the rate of 3% per annum, less the Daily balance  
On Fixed Deposits for 12 months, 4% per cent.

On Fixed Deposits for 6 months, 3% per cent.

On Fixed Deposits for 3 months, 2% per cent.

On Fixed Deposits for 1 month, 1% per cent.

On Fixed Deposits for 15 days, 0.5% per cent.

On Fixed Deposits for 7 days, 0.25% per cent.

On Fixed Deposits for 3 days, 0.15% per cent.

On Fixed Deposits for 1 day, 0.05% per cent.

On Fixed Deposits for 12 hours, 0.025% per cent.

On Fixed Deposits for 6 hours, 0.015% per cent.

On Fixed Deposits for 3 hours, 0.0075% per cent.

On Fixed Deposits for 1 hour, 0.00375% per cent.

On Fixed Deposits for 15 minutes, 0.001875% per cent.

On Fixed Deposits for 7 minutes, 0.0009375% per cent.

On Fixed Deposits for 3 minutes, 0.00046875% per cent.

On Fixed Deposits for 1 minute, 0.000234375% per cent.

On Fixed Deposits for 30 seconds, 0.0001171875% per cent.

On Fixed Deposits for 15 seconds, 0.00005859375% per cent.

On Fixed Deposits for 7 seconds, 0.000029296875% per cent.

On Fixed Deposits for 3 seconds, 0.0000146484375% per cent.

On Fixed Deposits for 1 second, 0.00000732421875% per cent.

On Fixed Deposits for 1/2 second, 0.000003662109375% per cent.

On Fixed Deposits for 1/4 second, 0.0000018310546875% per cent.

On Fixed Deposits for 1/8 second, 0.00000091552734375% per cent.

On Fixed Deposits for 1/16 second, 0.000000457763671875% per cent.

On Fixed Deposits for 1/32 second, 0.0000002288818359375% per cent.

On Fixed Deposits for 1/64 second, 0.00000011444091796875% per cent.

On Fixed Deposits for 1/128 second, 0.000000057220458984375% per cent.

On Fixed Deposits for 1/256 second, 0.0000000286102294921875% per cent.

On Fixed Deposits for 1/512 second, 0.00000001430511474609375% per cent.

On Fixed Deposits for 1/1024 second, 0.000000007152557373046875% per cent.

On Fixed Deposits for 1/2048 second, 0.0000000035762786865234375% per cent.

On Fixed Deposits for 1/4096 second, 0.00000000178813934326171875% per cent.

On Fixed Deposits for 1/8192 second, 0.000000000894069671630859375% per cent.

On Fixed Deposits for 1/16384 second, 0.0000000004470348358154296875% per cent.

On Fixed Deposits for 1/32768 second, 0.00000000022351741790771484375% per cent.

On Fixed Deposits for 1/65536 second, 0.000000000111758708953857421875% per cent.

On Fixed Deposits for 1/131072 second, 0.0000000000558793544776787109375% per cent.

On Fixed Deposits for 1/262144 second, 0.00000000002793967723883955546875% per cent.

On Fixed Deposits for 1/524288 second, 0.000000000013969838619419777234375% per cent.

On Fixed Deposits for 1/1048576 second, 0.0000000000069849193097098886171875% per cent.

On Fixed Deposits for 1/2097152 second, 0.0000000000034924596548954443589375% per cent.

On Fixed Deposits for 1/4194304 second, 0.00000000000174622982744772217946875% per cent.

On Fixed Deposits for 1/8388608 second, 0.00000000000087311491372386108971875% per cent.

On Fixed Deposits for 1/16777216 second, 0.000000000000436557456861930544859375% per cent.

On Fixed Deposits for 1/33554432 second, 0.00000000000021827872843096527242896875% per cent.

On Fixed Deposits for 1/67108864 second, 0.00000000000010913936421548263621446875% per cent.

On Fixed Deposits for 1/134217728 second, 0.00000000000005456968210774131810746875% per cent.

On Fixed Deposits for 1/268435456 second, 0.0000000000000272848410538705505039375% per cent.

